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town, had a bend at its turn to the west. The bend was very dangerous, and, owing to the strong current, boats could not be safely taken along and many valuable lives and property were being lost. Another impediment was the dilapidated condition of the bridges on the road-way to Kayencolam, which made it impossible for loaded carts to pass over them and consequently goods had to be carried by men by head-loads. The condition of the roads in Kayencolam was so miserable that, during the rainy season, the roads were impassable, as water stagnated. To remedy these evils, the Member suggested the following works for the consideration of the Government:–

(1) Removal of the river bend on the south-east corner of the market;

(2) Erection of four landing ghauts on the river banks;

(3) Repair of four bridges on the roads leading to the market;

(4) Sloping of the roads in the market to admit of proper drainage and to prevent inconvenience to the public by the stagnation of water;

(5) Widening and metalling of a lane leading to the Kayencolam canal through the western side of the market.

*Dewan's reply.*—Noted.

***85. Improvement of a village road in Mavelikara.***

*Mr. C. K. Krishna Pillai* (Member, Mavelikara Taluk) said that there was a village road running southward from Kotupuzhakal through the Pallickal and Thamarakulam villages from near the 4th mile of the Kayencolam-Punalur road to Thazhava in the Karunagappalli taluk. The road was very sandy and quite useless for traffic and that was the only road for carrying manure and other requisites of agriculture for about 60 square miles of paddy land fit only for *virippu* cultivation. All the produce of this area had to be brought by head loads through this road. The Member therefore requested that the road might be improved and made cartable.

*Dewan's reply.*—Noted.

***86. Improvement of the canal from the Mavelikara Arattukadavu to the Thodiyil backwater.***

*Mr. C. K. Krishna Pillai* (Member, Mavelikara Taluk) said that the canal from Mavelikara Arattukadavu to the Thodiyil backwater was formerly fit for navigation, but had now become narrow and silted up. At present, it was not useful either for irrigation or as a means of communication. The necessity for deepening this canal had been represented at the two previous Assemblies, but nothing

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was done in the matter. He requested that the restoration of the canal might receive the early consideration of the Government.

*Dewan's reply.*—Noted.

**37. *Conversion of four village roads in the Chengannur taluk into cartable roads.***

*Mr. Aiyappan Aiyappan*(Member, Chengannur Taluk) said that, though the Main Central Road passed through the taluk, there were no proper feeder roads in the taluk. There were certain village roads which, owing to the breaches caused by floods, were in a bad condition. The question of improving them had been brought to the notice of the Government at the previous Assemblies, but the works were not yet taken in hand. Owing to the situation of the public offices, the Aranmula temple and several markets in the taluk, the proposed roads were very essential. He therefore requested that the following village roads might be converted into cartable roads :—

(1) From Mavelikara to Aranmula.

(2) From Kumbazha to Kozhencheri. The road should be metalled.

(3) From the 67th mile stone of the Main Central Road to Omallur.

(4) From Omallur to Elanthoor Thenguntharapadi. This road was constructed by the public. The culverts on the road should also be repaired.

The Member added that, of the roads, the first two were comparatively the most important.

*Dewan's reply.*—Noted.

**38. *Conversion of the trace from Thiruvella to Kozhencheri into a cart-road.***

*Mr. Vasudevan Subramonian Moothathu* (Member Thiruvella Taluk) said that the eastern group of villages of the taluk had been suffering for a long time for want of a proper road. The people of the taluk had spent much in constructing the trace from Thiruvella to Kozhencheri. The necessity for making the road cartable had been recognised by the Government and the work (item No. 8 in the list of public works in the Kottayam Division) was proposed to be taken up *in its turn* in the programme of works and an estimate had been called for for the same. The road was seven miles long and there were only three bridges and a few culverts to be repaired. These works were estimated to cost only Rs. 4,200. In view of the importance of the works and the trifling cost involved, the Member requested that the Government might be pleased to exercise their discretion and order the road being taken up *at once* and not *in its turn*. If that could not be

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